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# Nor' West Miner

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Devoted to development descriptive of the North West Territories, Northern British Columbia  
and the Yukon. Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

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# THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

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## SAYS THE MINER:

A KING once sat in a chair on the seashore and dared the tide to come in and dislodge him from his seat. The tide came in and he hurriedly retired to escape being washed away. His attitude fully illustrates the present efforts to control local air traffic in Canada. Can anyone imagine any government of by-gone days declaring motor travel a monopoly? What would have happened to motor traffic as an industry? What would have been the result as to government revenues across Canada to which motor cars so largely contribute? Air travel in the future will be as commonplace as motor travel is now and for any government to suggest that in order to control such it must establish a monopoly is similar to the king who dared the tide to wash him away.

\* \* \*

WESTERN FREIGHT RATES are once again to get an airing through the efforts of Alberta's Chambers of Commerce. It is about time that the effort made in past years by the late Mayor K. A. Blatchford, who, during his regime of office, was the greatest booster for Edmonton and Alberta who ever sat in a mayor's seat, was renewed. He, in the short time he went after his objective, got many results—the terminal elevator at Edmonton, the elevator at Prince Rupert and the one at Vancouver. Alas, his efforts were rendered unavailing when it was found that it was cheaper to ship grain east to Fort William over the long rail haul than to Pacific Coast points over the short haul. This was and is due solely to discriminatory freight rates imposed by the railways on the long suffering residents of the western interior plains. It is to be hoped that some good may result from the present effort and that those heading the fight will put up a real show.

\* \* \*

SEATTLE says the President of the United States, favors another Alaska Highway at a cost of \$18,000,000 and that a bill to authorize this expenditure is being put through the United States Congress. From reports it is indicated that instead of joining up with the present Alaska Highway, which is a splendid gravelled highway, it is to be a new one entirely, especially built to serve Pacific Coast points. It does not require much vision to forecast the future of this road, which will have to compete with water borne traffic to Alaska, with freight and other services emanating from the same points. There can be no objection to Pacific Coast points being connected up with the present Alaska Highway north of Prince George, but to build a completely new road to satisfy purely local interests smacks very much of a political pork barrel. At any rate Canada will no doubt be only too pleased to have another highway as long as it is not asked to maintain it together with the present road. As to cost—well the present road cost \$130,000,000 according to United States reports, and it passes through country which is a road builders' paradise compared with the hills and rocks of interior British Columbia.



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# YELLOWKNIFE FAULTS AND ORE BODIES

By A. W. JOLLIFFE, Ph.D.

Dr. A. W. Joliffe is a member of the Geological Survey of Canada. He has devoted many years to intensive geological research in the north and the information he has given mining interests and prospectors has been of untold value in the development of Yellowknife and other sections of the north.

One of the most important problems in the Yellowknife field concerns the relation between gold deposits and a system of late major faults. The answer to this problem is essential not only for effective prospecting, but also for the successful exploitation of ore bodies already discovered.

The faults cut all consolidated rocks of the area, including the youngest diabase dykes, and the fault movements seem to have occurred almost wholly after the emplacement of the dykes. If gold mineralization is contemporaneous with or later than the faulting, then gold occurrences might be expected anywhere along or near the faults, regardless of the nature of the country rock.

On the other hand, if the faults are wholly subsequent to the gold mineralization, then their only effect on the ore bodies will be to cut off and displace them.

In an earlier paper the writer was solely responsible for the statement "most of the (gold-bearing) veins in the volcanic rocks of the Yellowknife Bay area lie in shears related to relatively late major faults . . . the veins evidently formed after faulting movement ceased." These conclusions, offered with considerable assurance in 1939, stand on much less secure ground today and require either serious qualification or even complete discard. Much of the information bearing on this matter has been freely supplied by other geologists working in the Yellowknife field; particular acknowledgement should be made to W. Brown, Neil Campbell, A. S. Dadson, N. H. C. Fraser, J. F. Henderson, C. Hershman, W. G. Jewitt, A. W. Johnston, C. S. Lord, W. McDonald, G. C. Ridland, C. Riley, E. Sampson, C. O. Swanson, L. Telfer and J. T. Wilson.

## Geology

The Yellowknife area has had a long and complex geological history. Broadly considered, and with certain reservations that will appear later, the sequence seems to have been about as follows:

(1) Deposition of Yellowknife group volcanic and sedimentary rocks which, in

the type area, exceed 10 miles in thickness;

- (2) Intrusion of granodiorite batholiths ("older granite");
- (3) Intrusion of pegmatitic granite batholiths ("younger granite");
- (4) Intrusion of diabase dykes; and
- (5) Major faulting.

One reservation should be made immediately: the major faults listed as closing the above sequence by no means include all faults in the area. At least two periods of batholithic intrusion and folding greatly antedated the major faults and each of these periods would certainly include some faulting.

The situation is complicated since an earlier formed shear would almost inevitably be rejuvenated by the tremendous stresses causing the late faulting, and much additional study is necessary before the various movements can be sorted out and dated. In this paper, where "faults" and "faulting" are used without qualifying statement, the reference is to the late major movements.

## Late Major Faults

Almost all late faults within 50 miles of Yellowknife trend north to northwest, dip vertically, and are concentrated in a belt that is about 10 miles across at Yellowknife Bay but widens to the north. Due to the nearly vertical dips of all markers by which the displacement may be determined (diabase dykes, granite-volcanic contacts, etc.), the horizontal component of the faulting can be measured with reasonable accuracy, whereas the amount and even the direction of the vertical components are rarely determinable.

The whole zone of faulting has caused a total left hand, post-diabase (east-northeast dykes), horizontal displacement of about 11 miles, nearly half of which occurs along the West Bay and Akaitcho faults. Where two or more faults join to form a single fault, the latter shows an apparent lateral displacement about equal to the sum of the offsets on the branch faults. As geologically younger formations commonly lie east



of a fault, that side presumably moved relatively downwards.

Geologists at the Con mine have calculated that if gold-bearing quartz-sulphide bodies recently found on the Giant claims represent faulted extensions of mineralogically similar deposits on the Con property, the vertical component of the West Bay fault (which here has caused a lateral offset of about  $3\frac{1}{2}$  miles) must have exceeded a mile, the downthrow side lying to the east. Supporting this inference as to the relative direction of vertical movement, diamond drilling on the Giant property has disclosed a number of steeply dipping, late faults striking toward the West Bay fault from the southeast and along which the rocks on the eastern sides have moved relatively northwards and downwards.

#### Topographical Features

Many of the late faults are marked by rectilinear topographic features (lineaments) such as straight valleys, scarps, and shore lines, which may be much more obvious from the air than on the ground.

For example, the Akaitcho fault across Yellowknife Bay from the Con mine is quite apparent on air photographs because of the distinct alignment of outcrop boundaries along its course, whereas on the ground this continuity is lost and the fault appears on one outcrop as a crack about an inch across.

The appearance and character of a fault may change considerably along its course. Thus, northwest of the outlet of Baker Creek the West Bay fault is marked by an east-facing scarp up to 50 feet high, several drill holes here showed no vein matter in the fault and only a few inches of gouge;  $1\frac{1}{2}$  miles to the north the same fault lies in an insignificant, drift-filled trench about a foot across;  $2\frac{1}{2}$  miles farther north the fault holds a quartz-hematite vein breccia and stockwork about 200 feet wide and similar fillings occur at intervals northward along the combined West Bay and Akaitcho faults for more than 50 miles.

#### Characteristic Fillings

Such fillings along the late faults are of a rather characteristic type. The bulk of the vein matter consists of milky, cherty, and comb quartz carrying abundant earthy and specular hematite. Some of the comb quartz is amethystine, particularly along the Vega fault. In most places several ages of quartz are clearly evident with the vuggy veins being amongst the latest; most hematite is associated with these.

The larger quartz-hematite bodies along faults commonly have a core of fairly massive quartz mottled with purple and pink jasper and country rock inclusions in varying stages of silicification. This grades outwards into a vein breccia followed by a stockwork of intersecting quartz-hematite veinlets and succeeded in turn by country rock crossed by occasional hematite seams. Chalcopyrite and pyrite are present in small amounts in most such bodies, and arsenopyrite has been tentatively identified in the Madeline fault vein. The smaller veins along the faults are almost wholly comb quartz which carries hematite and scattered crystals of chalcopyrite and pyrite up to  $\frac{3}{4}$  inch across.

Similar late fault fillings are common along northeasterly trending lineaments in the Great Bear Lake area where they have been called "giant quartz veins"; some exceed 1,000 feet in width and can be followed continuously for more than 10 miles. Such veins have been found to carry copper deposits of possible economic importance as well as numerous pitchblende occurrences, but, so far as the writer is aware, no gold. Problems pertaining to the nature and source of these "giant quartz veins" afford a wide field for future study. One feature only will be stressed here since it bears on the particular subject of this paper: none of the 30 late faults examined by the writer in the Yellowknife and Great Bear Lake areas is marked by the notable schisting that characterizes the gold-bearing shears in the Yellowknife greenstones; all contain either an inch or two of gouge or else hold one of the typical quartz-hematite breccia and stockworks.

The age of the late faulting at Yellowknife can be established only within very wide limits. The movements occurred almost wholly subsequent to the emplacement of diabase dykes, the youngest consolidated rock of the area and presumably of late Precambrian age. The tremendous offsets now observable along the faults doubtless resulted from innumerable small movements throughout one or more periods that may have been very long.

Some evidence has been obtained on the approximate date of latest movements along the northeasterly trending "giant quartz veins" in the Great Bear sub-province but these may have had a structural history quite different from the Yellowknife faults. Furthermore, this evidence is contradictory: lead-uranium



ratios in seven analyses from three structurally different types of pitchblende occurrence in the latest quartz in a "giant quartz vein" on Beaverlodge and Hottah Lakes all suggest formation about Upper Ordovician time; on the other hand, Lord has found Upper Ordovician sedimentary rocks resting unconformably on parallel "giant quartz veins" 100 miles to the south.

### Faults and Dykes

From the standpoint of the present paper, the dating of the first movements along the Yellowknife fault is much more important than the establishment of the time interval throughout which recurrent movements continued; on this point, relations between the faults and the diabase dykes have particular bearing. The dykes occur in three sets that trend respectively northwest, east-northeast, and north-northeast. They include both quartz diabase and olivine diabase and generally resemble late pre-cambrian basic intrusives found elsewhere in the Canadian Shield. Available evidence (which is scant as dyke intersections are commonly drift-covered) suggests that the dykes striking northwest are the oldest, and those striking north-northeast are the youngest.

All the dykes are cut and offset by late faults. Along the West Bay-Akaiitcho fault, east-northeasterly trending olivine diabase dykes show the same lateral left hand displacement (25,500 plus or minus 200 feet) as other more ancient markers, such as granite-volcanic contacts, indicating that no appreciable displacement occurred before these dykes were intruded. On the other hand, a north-northeasterly trending dyke east of Prosperous Lake swings sharply northwest follow the Made-line fault for about one-half mile before resuming its normal course. That portion of the dyke within the fault is in part chilled against gouge and in part is itself sheared, indicating that movements occurred both before and after emplacement of the dyke.

Again, Dr. Neil Campbell has called the writer's attention to the pronounced southerly swing in southeast-trending dykes on the Con property as they approach the West Bay fault. If this were due to drag the dykes should be deflected in the reverse direction since the lateral movement has been left hand. It may indicate, as Dr. Campbell suggests, that at the time the dykes were intruded, some conditions of strain or weakness existed

along the zone later marked by the faulting.

Further light on the above rather conflicting evidence must await more detailed mapping along the fault; at present the burden of proof seems to rest on those who postulate any movements along the West Bay and Akaiitcho faults prior to the intrusion of at least the east-northeast diabase dykes.

### Gold Occurrences

Gold has been found in the Yellowknife area in a variety of associations and modes of occurrence. Apart from the more normal gold-bearing quartz veins and quartz-sulphide bodies described below, visible gold occurs in a sheared aplite dyke on the Aye group, and assay traces have been found in quartz vein pebbles in the Yellowknife group conglomerate at the townsite, and in all six samples taken from veins within, and undeniably younger than, major faults cutting late diabase dykes northwest of Prosperous Lake.

In addition, considerable gold has been recovered from quartz-tourmaline veins at the Ptarmigan and the Thompson-Lundmark mines that almost certainly are related to the "younger granite." Unquestionably, then, gold has been introduced into rocks of the area at several widely separated periods; the chief uncertainty concerns which particular period or periods were responsible for formation of the Yellowknife ore bodies.

### Two Distinct Types

The important gold deposits so far found in the Yellowknife volcanic rocks are mainly of two rather distinct types; both occupy shear zones that are sub-parallel to the late faults and along which both pre-ore and post-ore movements have occurred.

(a) Quartz veins: These commonly lie in shears less than 10 feet wide and consist of milky to almost black quartz (in places vuggy), and carry a great variety of metallic sulphides, sulphantimonides, sulpharsenides, and tellurides, all in small amounts. Visible gold is very common, sometimes spectacular, and electrum (silver-gold) is not rare. The quartz shows characters indicative of fissure filling as well as replacement of carbonated shear zone material. Most of the veins on the Con and the Negus ground, with the exceptions of veins C4 and C34, are of this type, as are vein 2 on the A.E.S. claims and the Muir vein on the Giant property.

(b) Quartz-sulphide bodies: These occur in north-northeasterly trending shear zones



that in places exceed 100 feet in width. Material in the zones consists of varying proportions of chlorite, sericite, ferruginous carbonate, and quartz. The latter is in large part cherty and ribboned, suggesting formation through replacement of carbonate-chlorite-sericite schist. A high proportion of such quartz or silicified schist seems characteristic of the ore shoots. Metallic minerals include much finely disseminated pyrite and arsenopyrite; chalcopyrite, sphalerite, and galena are rare, and visible gold is practically absent. Veins C4 and C34 at the Con mine and the recent discoveries at the Giant property are of this type.

#### Relations Between Gold Deposits and Late Faults

If any genetic connection exists between Yellowknife faults and ore bodies, one or both of the following must hold: (a) the late faulting formed the shears now occupied by the ore bodies, and/or (b) the late faults functioned as channelways for the ascent of solutions that formed the ore bodies. Most of the observations supporting these premises were made early in the field mapping; they will be presented first and the contrary evidence later.

(1) First and foremost is the connection implied in the locations and attitude of the gold-bearing shears. Along the west side of Yellowknife Bay, almost all deposits on the Kam, Meg, Negus, Con, Rycon, Aye, Giant, A.E.S. and Ranney claims lie in shear zones that are subparallel to and not far distant from the West Bay and Pud faults, and some of the shears show the same left hand relative movements as mark the late faults.

(2) In 1936, a pit was put down in the West Bay fault on the Giant property immediately west of the outlet of Baker Creek and about 0.1 ounce gold to the ton was reported to have been obtained in samples from a quartz vein breccia exposed in the pit. This suggested that gold mineralization accompanied or followed the faulting; subsequent sampling, however, showed only a trace of gold, and, in any case, the breccia might represent an earlier formed gold-bearing vein dragged into the fault.

(3) Vein C17, found during early prospecting of the Con group, contains an ore shoot along that part of the vein which offsets a northwest-trending diabase dyke. Here again there seemed to be good evidence that important gold mineralization was

younger than the diabase and thus possibly contemporaneous with or younger than the late faulting. However, displacement along the vein is right hand, and the field observations could not rule out the possibility that the differential movements which caused the offset might have been much later than the introduction of the gold-bearing vein matter.

(4) From surface mapping on the Con property it appeared that vein C4 would meet a large northwest-trending diabase dyke underneath the south end of Rat Lake. Interest became quite intense as the drift heading approached this point as it was felt that here would be found unequivocal evidence concerning the relative age of diabase and ore. It was soon apparent that the dyke cut the shear and that it was chilled against most of the vein matter. As if to balance this, it also appeared that an ore chimney occurred against the side of the dyke as though the latter had acted as a dam against gold-bearing solutions of post-diabase age.

(5) The Ptarmigan mines lies about five miles east of the West Bay fault, but only a few hundred feet west of one of the other late faults. The ore shoots are in a quartz-tourmaline vein and, in many places, the gold content seems highest where there is most tourmaline, suggesting a genetic connection with the "younger granite" which is commonly tourmaline-bearing. Underground work has not proceeded sufficiently far east to determine relations between ore and the Ptarmigan fault. However, in the eastern workings on the 450 and 600 foot levels, a minor slip with the same northwest strike and the same left hand offset as the late faults, cuts across the vein and carries coarse gold in sericite and chlorite lining the slip.

#### Rigorous Test

(6) Near the hydro-electric power station north of Prosperous Lake, a number of faults offset a pair of east-northeast trending late diabase dykes up to 350 feet wide. Some of the offsets are less than the width of the dyke and in such cases the faults may be marked by quartz veins up to several feet wide with diabase wall-rock on either side. Samples from four of these extremely "hungry" looking veins were assayed and all were found to contain traces of gold. Similarly, two samples were taken from the west side of Banting Lake where identical conditions prevail; one showed a trace of gold and the other carried

0.005 ounce to the ton. Admittedly, these very low values may be meaningless but the test was particularly rigorous considering the fact that the quartz looked most uninteresting and was sampled solely because it was undeniably post-diabase and post-faulting in age. The consistent presence of gold in the samples at least suggest that some gold mineralization in the Yellowknife area is younger than the late faults.

The above six points are all that the writer has gathered in favor of a genetic connection between Yellowknife faults and ore bodies. Although they seemed fairly convincing at the time the observations were made, it must be granted that most of them now admit an alternative explanation. Observations suggesting that no connection exists are presented below.

#### Contrary Observations

(1) Geological mapping of the Yellowknife-Beaulieu area indicates that the system of late major faults within that area is restricted to the Yellowknife River valley. As prospecting spread easterly from Yellowknife into the Beaulieu River area, literally hundreds of gold occurrences were found in quartz veins cutting sedimentary rocks which have no apparent connection with any faulting but seem to owe their location to folded structures. On various grounds, many of these deposits appeared to be related to the "younger granite," and in more than one case, pegmatite dykes (definitely related to the "younger granite") were found cutting gold-bearing veins. Obviously, such veins are very much older than the late faulting.

(2) The mineralogy of the Yellowknife gold-bearing quartz veins and quartz-sulphide bodies on the one hand, and that of the late fault fillings on the other, are so markedly dissimilar that any close connection can hardly be entertained.

(3) Drilling on the Giant property indicates that some of the recently discovered gold-bearing quartz-sulphide bodies (as well as the shears holding them) are crossed by diabase dykes, are cut off by the West Bay fault, and are displaced by other minor faults entering the West Bay fault from the southeast.

(4) A recent gold discovery east of Ryan Lake lies about  $1\frac{1}{2}$  miles from each of the West Bay-Akaitcho and Hay-Duck faults and departs from these in strike by about 50 and 30 degrees respectively. Geological mapping shows no other closer

post-diabase fault and favors the view that this deposit is unrelated to the late faulting.

#### Conclusions

Since evidence on the relations between late faulting and gold ore bodies at Yellowknife is both scanty and conflicting, and since additional data should be forthcoming in the near future, it perhaps is unwise to attempt to evaluate the available information and to draw any conclusions therefrom. On the other hand, some statement of opinion may direct attention to the problem and encourage the noting of further evidence that may come to light during the active development planned for many properties in the area. Accordingly, it is the writer's present opinion that:

(1) Gold was introduced into rocks of the Yellowknife area at several widely separated periods;

(2) The gold-bearing quartz-sulphide bodies lie in shear zones that were formed by differential movements that occurred much earlier than and quite unrelated to the late major faultings; and

(3) The "younger granite" constitutes the most probable source of the gold-bearing solutions that formed the important gold ore bodies.

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#### AIRPLANE FARES IN NORTH

One great grievance as regards air travel in the north is that of the exorbitant fares charged for air travel as compared with the rest of Canada. Why the north should be singled out for such is a matter that might well be enquired into by the Board of Transport, for there is no doubt that present rates are unjustifiably high. During the winter months the airplane is practically the only manner in which the Yellowknife can be reached and this conditions will not be changed until the northern highway from Grimshaw becomes an assured fact. In the summer-time, the boats can be used by those who do not feel inclined to pay exorbitant air fares. The Dominion Post Office ships mail north by airplane and recognizes the fact that no higher charge should be made for postal service—letter mail—why should not passenger traffic also be recognized as entitled to similar fair charges. It is also stated that local flying of prospectors, etc., into the Yellowknife mining area from the Yellowknife is still more exorbitant as to charges.



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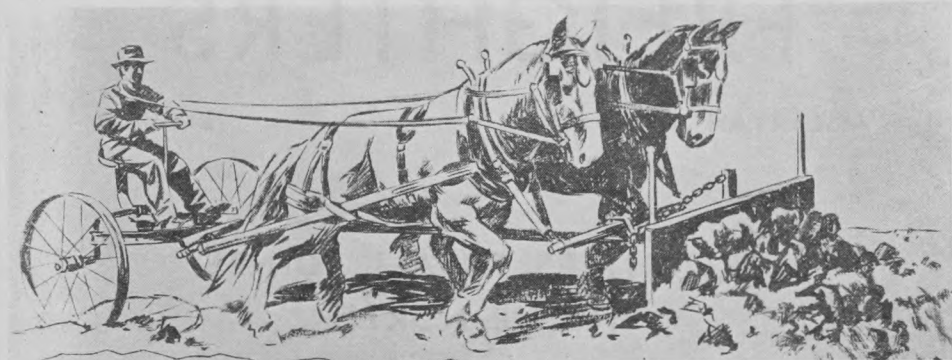
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behind the blade, so that it shoved the dirt into ditch or over embankment. The power was a team of horses and the entire machine weighed 800 pounds. This was in 1917. The present "Bulldozer" is a Caterpillar shown in action in Italy where it is



Top: The first machine to move dirt—"Russell Bull Dozer."

Bottom: Modern up-to-date "Caterpillar" at war work in Italy.

the first "bulldozer" and a modern one at work. The first bulldozer was called the "Russell" Bull Dozer or Marsh Filler. It was built for filling in ditches or for shoving dirt over the dump where wagons could not travel. The power was placed

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# The History of the Grimshaw-Great Slave Lake Traffic Route to the North

With the pre-election announcement by both the Alberta and Dominion governments that both will co-operate in the construction of a permanent highway between Grimshaw and Great Slave Lake, the end of a long battle for recognition of this most superior traffic route to the north is in sight. It is strange that it should take an election to get action and still stranger that it was not until the leader of the Social Credit party, the Hon. Solon Low, was a candidate at Peace River that even the above promise has been made.

It is interesting to go back over the years and recapitulate what efforts have been made towards getting this all important northern route considered.

It was back in 1929 when Dominion Explorers first went into the north that Col. C. D. H. MacAlpine suggested that the proper way to "break open" the north, reduce transportation costs and make mining commercially possible as regards lower grade deposits was to get this road constructed from Grimshaw to Great Slave Lake. He, however, aware of the fact that the Canadian Pacific Railway had a charter to build or extend the Northern Alberta Railways, over this route was more in favor of a railway. He made representations to Ottawa but found no response, the excuse being the depression years—those years when such a work could and would have done much to furnish work badly needed at that time. He, at that time, suggested that people interested locally should also take a hand in the effort to convince both the Alberta and the Dominion governments as to its feasibility. In the Peace River, the people of Grimshaw and Peace River and adjoining towns co-operated and in Edmonton the Nor' West Miner conducted almost a lone fight to get the route recognized.

It was astonishing the amount of opposition that immediately arose from vested and entrenched interests in the north. A red herring was put forward in the shape of a road down the Athabasca River from Waterways, which would have been a duplication of the present water transportation system, would have been much more costly to build, much more indirect, with many major bridges to install across the Peace and other large rivers and would not

have eliminated the present Smith portage.

However, whilst the matter was dropped for a year or two, its construction was again urged in 1935 and on. In 1938 the first Yellowknife rush occurred and once again the matter was brought to the fore. In this year a little success attended the efforts of those sponsoring the idea when the Dominion government made a grant to the Alberta government to aid in the cutting of a winter road between the two points. This grant amounted to some \$80,000 and notwithstanding the fact that the major part of the road came under the responsibility of the Alberta Department of Highways, no other funds than those contributed by the Dominion were expended on the work needed. A small amount of work was done in 1939, but mainly by pioneer contractors who started to run tractor trains over the route. At this time, even such a responsible body as the Chamber of Mines stated baldly that the "excessive cold weather" would so increase "draw bar pull" on the tractors as to make it commercially impossible to operate. However, these pioneer contractors, perhaps not knowing anything about "draw bar pull" persisted in their efforts and so the Yellowknife got badly needed supplies during the winter months which only this rough trail made possible.

The years went by, with one or two loads of freight being taken over the road, with little work being done by either government, so that anyone daring to take freight over the road had to provide his own road cutting equipment. Then in 1942, the Americans decided that this was the proper route to take freight down the Mackenzie River to the Canol project and they went to work, expended considerable money and put through a winter road over which it was possible to drive from Edmonton to Norman via Grimshaw and Great Slave Lake even in an ordinary passenger car. However, they got "bum" advice and for some reason or other were switched from establishing their railhead at Grimshaw to one at Peace River. Here, notwithstanding the fact that the railway continued to Grimshaw and on, freight was unloaded, put on tractors and then had to be hauled up the long Peace River hill grade to Grimshaw. This hillside having a southern



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(Certificate as below must be signed with order).

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We/I certify that the above motor(s) is/are not for resale, and is/are to be used by me/us for the following essential service in advancement of the War Effort:.....

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Signature:.....

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YELLOWKNIFE

exposure was often swept clean of snow with the result that tractor treads wore out. The Americans, mainly for this reason, abandoned the route.

The question of whether the road should be built was a leading political platform suggestion when the Hon. W. A. Fallow, Minister of Highways, ran for office at Grouard in the Peace and was elected. It again furnished a real political football in the recent Dominion election when the sitting member, J. H. Sissons, who had spared no effort to get recognition for this project at Ottawa during his period of representing the Peace at Ottawa, was defeated and the Hon. Solon Low was elected to represent the Peace.

All parties have now promised its immediate construction. The Dominion which has responsibility for some 125 miles and the Alberta government which has responsibility for some 300 miles. Its usefulness has been more than proved during the past winter when, had it not been for Ingraham Brothers conducting a tractor train service over the road, the people in the northern mining areas would have been faced with a serious oil shortage and perhaps food shortage.

The people of the Peace are to be congratulated for the persistent fight they have put up concerning this work and the Nor' West Miner takes a certain amount of credit as to its constant urging of the project from 1933 right up to the present year. It goes to show how there is always the need to be constantly pressing for what is necessary to develop the north and how it is only by such pressure that our democratic governments at last get into action. Under a government with proper vision such would not be necessary but the Grimshaw road proves that it is necessary as regards present day government.

## BETTER LATE THAN NEVER

The Hon. W. A. Fallow, Minister of Highways in the Alberta government has been making some rather bald statements as to the Dominion government's attitude in connection with the construction of the Grimshaw-Great Slave Lake Highway, leaving the impression that he has always been ready to do the province's share of the work but the Dominion has not been willing to do its share. This letter dated May 30, 1939, makes interesting reading—it is from the Hon. W. A. Fallow, and is addressed to the Nor' West Miner. It says, in part, "May I further state in connection with the Grimshaw-Great Slave Lake road that I have been successful in securing an agreement with the Federal government whereby they make another small grant in addition to the unexpended balance from last year's (1938) appropriation and we are proceeding as rapidly as possible to improve this road to a point where it will meet the transportation needs of this northern area." Notwithstanding the fact that the major part of this highway is purely an Alberta provincial matter, it is obvious from this that Mr. Fallow has timed his activity as regards doing his share of the work to the question of how much the Dominion government is willing to pay to do the work. When the Americans went down to Canol, they too were willing and did spend large sums in doing work that Mr. Fallow had said was necessary—they quit using this route mainly because of bad advice given them concerning the Peace River hill and the state of the highway between Edmonton and Peace River. It is to be hoped that he is really serious this time and will do the work that he should have done six years ago.



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**PRODUCERS OF RARE ELEMENT MINERALS:  
TANTALUM, BERYLLIUM, COLUMBIUM, LITHIUM, TIN**

## **CAPITALIZATION**

Authorized (shares of no par value) .....	3,000,000 Shares
Issued for cash .....	3 Shares
Issued for properties .....	1,000,000 Shares
This offering .....	250,000 Shares
Remaining in Treasury .....	1,749,997 Shares

## **DIRECTORS AND OFFICERS**

G. D. DeStaffany, Yellowknife, N.W.T. ....	President and Managing Director
Lyman DeStaffany, Seattle, Washington .....	Vice-President
C. Rutherford, K.C., Edmonton, Alberta .....	Secretary-Treasurer

**HEAD OFFICE: YELLOWKNIFE, N.W.T.**

**EDMONTON OFFICE: 914 McLEOD BUILDING, EDMONTON, ALBERTA**

## **SOLICITORS**

Messrs. Rutherford, Becker & Newton, Edmonton, Alberta.

## **AUDITORS**

Messrs. McCannel Bros. & Co., Chartered Accountants, 713 McLeod Building,  
Edmonton, Alberta.

## **REGISTRARS AND TRANSFER AGENTS**

Montreal Trust Company, 210 McLeod Building, Edmonton, Alberta.

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IN ITS EARLY STAGES.**

The statements contained herein are based upon information which we believe to be reliable, but are in no event to be construed as representations by us.

# YELLOWKNIFE TANTALUM TO BE MINED

All preliminaries necessary for the development, mining and marketing of tantalite and columbite ores from the De Staffany Tantalum Beryllium Mines, Limited, properties on Great Slave Lake have now been completed, state company officials.

They also state that the result of nine months exploratory work has convinced its engineers that the tantalite deposits are extensive. They add, that whilst the surface of their holdings has barely been scratched, showings of tantalite ore are sufficient to warrant the erection of a large mill. With tantalum quoted at \$70 a pound, they say a conservative estimate of the possible yield from the company's claims may run into millions of dollars.

The properties are located 74 miles east of Yellowknife and consist of 21 claims in four groups. The main group, the Moose claims, is situated on Hearne Channel, on the north shore of Great Slave Lake. The other groups are within a three to four mile radius of the Moose group and are all readily accessible from the lake by tractor road.

The De Staffany Tantalum Beryllium Mines, Limited, is now offering a limited amount of stock in the venture to the public. The returns from this, the officials state are to be used for the further development of the properties. Field operations are to be conducted under the supervision of Gus De Staffany, president of the company and a well known northern prospector and mine operator. Already much work has been done on the property and a pilot mill has been erected.

Tantalum is one of the new scarce ores, is immensely valuable both for war and peace use and hitherto has been a scarce metal, taking much labor and operative skill to produce. It is rated as to priority by U.S. war authorities as "A-1-A".

Until the outstanding discoveries of tantalite ores were made in the Yellowknife area, the only major source of supply was Brazil. In regard to its production there, the lower tantalum content of the ore resulted in huge quantities of rock tonnage having to be mined and treated to extract the metal, making costs of production very high. Company officials state that the tantalite ore on its properties is more concentrated as to metal content, easy to

work and handy for transportation to market.

In addition another ore, known as Columbite is also associated with the tantalite. Its metal (Columbium) has a beautiful yellow color and has a potential value for manufacturing jeweller's use in addition to being used as welding rods for stainless steel and also where a fine cutting edge on implements is required.

Tantalum has many uses. In war manufacture it is almost indispensable. Tools manufactured of tantalum combined with tungsten can be used three shifts a day for 28 days without the need of sharpening. It is used in the manufacture of super glass, fast optical lenses, many new chemical products and plastics. It is immune to chemical corrosion, has a high melting point, namely 5100 degrees Fahrenheit, is extremely tough and also very malleable.

It is now almost in daily use in many branches of surgery its wonderful attributes making it possible to make many repairs to broken human bodies, because it is a metal that never rusts, is extremely pliable and non-poisonous. In modern industry it is the backbone of electronics, plates and electric grids. It is also used in the manufacture of synthetic rubber, optical glass and camera lenses, super hard tools, chemical plant and equipment, balance weights, Neon tubes, cathodes, surgical and dental instruments, heat interchangers, pump and valve parts, nozzles, spinnerets, temperature controls and many other uses.

The fact that this valuable ore has now been discovered in quantity in the Yellowknife, and, as the officials of De Staffany Tantalum Beryllium Mines state, will shortly be produced in quantity means another valuable addition to the exportable resources of Canada's metals to the markets of the world.

It is interesting to note that in the evidence brought out before the Air Transport Board's sitting in Edmonton, where application was being made for permission to establish local air services in the Yellowknife district, the Canadian Pacific Airlines who opposed any such applications, itself had no license to conduct this local "taxi" service, although it carried this on in addition to its main airline business.



# RESOURCES OF THE NORTH WEST TERRITORIES

In 1938, the Hon. T. A. Crerar, then Minister of Mines and Natural Resources of the Dominion delivered a series of radio addresses on Canadian development. His address on the resources of the North West Territories at that time is of interest in the fact that the picture he then depicted as to northern prospects has been surpassed a hundredfold. He said:

It was my good fortune, during the past summer, to have had an opportunity of visiting by airplane a number of areas in the Northwest Territories, I am sure no visitor to the North can fail to be impressed, as I was, with the developments that are taking place in a land that a few years ago was considered to have little, if any, economic value, apart from the fur trade. All through the valley of the Mackenzie, and over into Yukon Territory, men are striving with and overcoming the great natural forces which have held the North in their grasp for centuries past. One sees the search for and the development of mineral wealth making rapid advances with the aid of the airplane and of modern science. No longer is the North a land of stern silence and grim isolation. Air transportation has brought the most out-of-the-way places within a few hours of the principal cities of the West, and radio telegraphy is keeping the North abreast of the times.

Interesting evidence of the speed and comfort of travel is the fact that last summer it was possible for His Excellency the Governor General to make a journey by steamer from Waterways to Aklavik on the Mackenzie delta and return by air, visiting important settlements on the way, all within the short space of 21 days. In all, some 2,000 miles were made by steamer, and 3,000 by airplane. It is gratifying to note that the interest of His Excellency in the northland and his forecast of development there has attracted world attention.

It is in mining that the most notable activity is taking place. At Port Radium, on Great Bear Lake, roughly 900 miles north of Edmonton, operations are centred around the pitchblende-silver deposits. Considerable progress has been made by Eldorado Gold Mines, Limited, in the development of its property. Production was increased last year, and the mining

plant was improved by the installation of diesel-electric units. The company has enlarged its refinery at Port Hope, Ontario, and is now producing in excess of three grammes of radium a month.

In the Yellowknife and Gordon Lake areas, lying to the north of Great Slave Lake, development proceeded on a number of properties. One mill capable of treating 100 tons of ore daily has been erected, and it is expected that another will be built in the spring. The output from these mills will represent the first commercial production of gold from the Northwest Territories. Development work was also carried on at Outpost Island in Great Slave Lake. In December a rich find of gold-bearing quartz was reported from Snare River, 40 miles north of Rae on Great Slave Lake. At present nearly 4,000 mining claims are in good standing in the Northwest Territories.

Mining development in Yukon has progressed favorably of late. Extensive plans have been made for 1938 by the two principal operating companies, Yukon Consolidated Gold Corporation, and Treadwell Yukon Company, and also by smaller operators. Drilling operations last year by Yukon Consolidated in the Klondike area is reported to have disclosed a much greater area of dredgable ground than had previously been known. Consequently, nine dredges will be operated this year as compared with seven last season, when 3,000,000 cubic yards of gravel were handled. The company employs over 600 men and produces all but a small part of Yukon's gold output, which last year was valued at more than \$1,600,000. In the Sixtymile area, Holbrook Dredging Company reports a successful season. In the Mayo District Treadwell Yukon Company is operating its mill and three mines and last season it shipped 9,200 tons of silver-lead ore and concentrates by water to the end of steel at Whitehorse.

As a direct result of the development of mining properties along the Mackenzie River system, a ready market is being provided for oil from the wells below Norman which were discovered in 1920, and had remained capped for many years. In turn the availability of this supply of oil has enabled the various mining companies to reduce fuel costs. Last year the refinery

at Norman produced 11,400 barrels of oil, most of which was shipped to the Great Bear Lake and Great Slave Lake mining fields. In order to overcome the rapids on Great Bear River, an eight and one-half mile pipeline, with tank storage, has been constructed on the south bank of the river to handle oil for Eldorado Gold Mines. This is believed to be the most northern pipeline in the British Empire.

However, oil is not the only source of power available for mining development, as there are a number of water-power sites which have not as yet been utilized. A survey of such sites on rivers in the region north of Great Slave Lake has been made recently by officers of the Water and Power Bureau and the information is being made available to mining companies interested in that area. In Yukon, hydro-electric power is being generated on the north fork of Klondyke River, and is used extensively in placer mining operations.

Mining and other commercial activities in the Northwest Territories are dependent upon water transportation for the movement of freight and supplies. The Mackenzie River route, traversing the western portion of the territories from south to north, is one of the finest natural waterways in the world. On this route one may travel in a comfortable steamer for a distance of over 1,600 miles from the end of steel at Waterways, Alberta, to the Arctic Ocean, with but one interruption, the rapids between Fitzgerald and Fort Smith. Portage roads 16 miles long have been constructed between these latter points to aid in the carriage of passengers and freight.

Yukon also has a mighty waterway, the Yukon River, which, with its tributaries, serves the principal centres of population. From Whitehorse on the Lewes River, only 110 miles from Pacific shipping, one may travel by this route north and west, past Dawson and the mouth of the famous Klondike River, and through the centre of Alaska to Behring Sea. To reach Whitehorse one travels over the White Pass and Yukon Railway from Skagway. This railway forms an important link in the land transportation system of the Yukon.

To assist transportation, the government has constructed and improved wharves at various points; has provided aids to navigation; and has improved landing facilities for airplanes at strategic points. It has also aided in the construction of a winter

road from Yellowknife Bay on Great Slave Lake to the important mining area at Gordon Lake, a distance of 80 miles; and has expended funds on roads and airports in Yukon.

With a view to assisting the prospector and miner, the government continued its geological and topographical surveys in many parts of the territories. Last year over 15,000 square miles were surveyed and examined from the air and on the ground.

Although mining in the Northwest Territories is becoming increasingly important, the chief pursuit of the greater proportion of the inhabitants, both native and white, is still the trapping of fur-bearing animals. The principal furs exported from the Northwest Territories are white and other fox, beaver, marten, mink and muskrat. The average annual value of production of furs during the past ten years has exceeded one million dollars.

Naturally, intensive trapping tends to deplete the supply of wild life, and various conservation measures have been taken by the government to protect the sources of food and clothing for the native inhabitants. In the Northwest Territories a total area of over half a million square miles has been set aside as game preserves and as sanctuaries. Only natives and half-breeds are permitted to trap in the game preserves and no one is allowed to hunt or trap in the sanctuaries. Trading and trafficking in furs is regulated by permit.

In Yukon, however, all classes of persons are eligible to obtain licences to trap, and separate licenses are issued for the hunting of big game.

The reindeer that were established on a reserve in the Mackenzie River delta in 1935 as a measure to broaden the basis of subsistence of the natives, are rapidly adapting themselves to local conditions, and efforts are being made to interest the Eskimos in the art of reindeer husbandry. During the summer months the reindeer are herded on Richardson Island off the Arctic Coast where the annual round-up takes place in August. Later in the year the animals return to the winter grazing range on the east arm of the delta and surplus animals are slaughtered, the meat being used for the benefit of the natives.

Missionary work, education, and hospitalization in the Northwest Territories are closely interwoven. All schools and hospitals are owned by the Roman Catholic or Anglican Missions, and operated with the



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**MINES DEPARTMENT**

**Montreal, P.Q.**

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assistance of grants of money, and medical and school supplies from the Dominion Government. Full and part-time medical officers are maintained by the department at all important centres of population and in the mining areas; and graduate nurses are provided for hospitals and residential schools. In Yukon, there is a regular day and high school system, and hospitals at Dawson, Mayo and Whitehorse which are supported by grants from the Territorial Government.

Mail service in the Territories was formerly slow and uncertain, but since 1929, a regular air-mail service has been in force to all important points in the Mackenzie District. An air-mail service between Edmonton, Alberta, and Whitehorse, Yukon Territory, was inaugurated last year. Mail for most points in the Eastern Arctic is delivered by the vessel which carries the Annual Eastern Arctic Patrol of the Department. This patrol serves administrative posts in Hudson Strait and Bay and on the easterly islands of the Arctic archipelago. Last year, for the first time in the history of northern navigation, communication was effected in Bellot Strait with a vessel from the Western Arctic.

Radio communication now plays an important part in the commercial and private life of the Territories. Edmonton is the southern terminus of the system, and stations are located at all the principal settlements in the Territories. Last year stations were opened at Yellowknife Bay and Gordon Lake.

Although residents of the far north are deprived of many of the comforts enjoyed by their fellow-Canadians, the radio has relieved much of the feeling of isolation they formerly experienced.

Each year sees new possibilities in the development of our north country. Today furs and precious metals are its chief assets, but as problems of transportation are overcome—and they undoubtedly will be—other known mineral resources of this vast region—mostly underlain by the Precambrian Shield—will find their place in our domestic economy. The Northwest and Yukon Territories will, however, always remain important fur-producing areas, not alone for the number, but for superior beauty and quality of the furs produced, and for the important part they play in the maintenance and well-being of the Indian and Eskimo population. When it is realized that these areas comprise one and

one-half million square miles, and that as yet only a small part of their mineral wealth is known, may we not look forward with confidence to an increasingly promising future for this part of Canada, which has so long been regarded as a frozen wilderness." (End of radio address).

Since then the mining development has surpassed all expectations. The Yellowknife with its producing mines, which prior to war time closing down produced in the neighborhood of \$20,000,000 has now gone still further ahead with 136 companies interested in development of the field. A new townsite has been laid out at Yellowknife. Modern improvements including a new \$175,000 hotel have or are being installed. Housing accommodation is at a premium and work of proving up more mines is going ahead full blast. Transportation by air has been improved and also that by water, with new boats and more up-to-date equipment provided. New wharves and warehouses facilities are now available and the summer of 1945 is expected to see the continuation of mining development and discovery. Gold has been the chief mineral found but now tungsten, tantalum and other newer and lesser known minerals are being developed.

The American "invasion" of the Mackenzie River oil areas and the development of the same under their auspices has meant still more development—more air bases along the Mackenzie River—more oil wells at Norman and has hastened the era of actual northern development by perhaps 100 years.

Canada is at last getting to realize that it must look to the north to provide that new industrial and mineral wealth so necessary to meet the heavy imposts the burden of the world war has laid upon the Dominion of Canada. The Dominion has one commodity to export for which the demand is never met, namely gold, and the north is due to add considerably to the production of that valuable asset to the well being of Canada.

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**EMERGENCY MINING REPAIRS**

### **NICHOLS BROS.**

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## MANY MUST WONDER

Many people must wonder just exactly what the final results of allied victory in Europe will be, when they hear over the radio or through the papers how recently liberated nationalities have already commenced to get back to the game of politics they played before disaster struck them in the form of Hun conquest and tyranny. One hears of the Poles scrapping already as to what form of government they want, forgetting the very recent truth that had it not been for the Allies sacrifice of both men and materials they would still have only the Gestapo at the helm of their

government. It is unfortunate that Europeans have not yet learned the lesson that the western nations learnt years ago, namely that most troubles can be settled peaceably and without resort to violence. Surely the tremendous disasters that they have endured the last five years should have been enough to make them realize the old age truth that power politics always bring disasters for the common man in their train.

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# WHO FLIES NORTH?

Reconstruction Minister Mr. Howe stated some time ago that returned airmen would be given the opportunity of establishing air taxis to be operated at the various mining camps in Canada, where light airplane services were needed to supply prospectors and mine owners with transportation between mine town and field camps. It was therefore taken for granted that no difficulties would be put in the way of such of the returned airmen who desired to follow this line of air service for which their previous war training gave them the qualifications.

So far so good, and all expected that the era of the small three or four-man plane had arrived giving a service so badly needed in the prospecting field. In Alaska, such a service has already been established, not only to mining camps but also to between points which are purely local. The main travel business being handled by Pan-American Airways, the same as Trans-Canada and the Canadian Pacific Airlines handle through traffic in Canada.

The government through its air transport board had established a monopoly as to flying services in the north, when it allowed its board to put Peace River Airlines out of business and hand over the field to what is now Canadian Pacific Airlines.

It is interesting to note the result of this. Passenger rates to the north by air are treble those extant in other parts of Canada. The service is such as to make many people hesitate to use air transportation to the north excepting in the case of necessity. A passenger has often not known what time or day he will be allowed to board a C.P.A. plane—when he will get to his destination—whether he will be priority bumped—and most important of all when he can get back. The only thing he is sure of is that he will pay top prices to a monopoly.

Recently applications have been made by returned men and others to supply taxi services in the northern mining field. What happens when it comes to the Air Transport Board considering granting of licenses to these men. A full battery of "experts" appear for the monopoly and the picture painted is so full of rose blooms as to make one gather that this paternal monopoly really does give the service that is asked for. The commission instead of sitting at the Yellowknife—sits in Edmonton. Gravely

men who have to get most of their information by hearsay and not direct from the person most concerned, namely the user of air transportation, decide the issue rightly or wrongly.

The most amusing part of all this uproar as to who shall fly in the north is that the arguments against giving these boys a chance to make a living in the air, comes from past bush pilots who in some cases started on a "shoestring," stayed with the game through fog and mist, storm and sun and eventually built up a system which they handed over to a monopoly corporation for a song. Today those men seem to oppose anyone doing what they did in the days gone by—they speak for an air monopoly.

A glance at our neighboring state of Alaska shows that there are many small outfits operating one or two planes giving a reliable taxi service to local and way points without any objection from the companies handling through air traffic, so why should any monopoly in Canada try to hog the show?

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The election is over and Canada can now breathe more freely for it is now assured of a certain amount of stability of government without any of the experimental socialistic hash that our socialist friends played up during the past election campaign. Canadian citizens registered an emphatic opinion that the present is no time to play around with new governmental experiments, however Utopian such might be. With the C.C.F. strongly entrenched in Saskatchewan and the Social Crediters likewise in Alberta, it is interesting to note that both these parties can (provincially), work in many of their pet theories on the people who supported them, before asking the whole of the Dominion to also endorse and accept their ideas of the "newest form of government." To put it vulgarly they can try it on the old mare first—if it works and she does not die, in a few more years they may convince the citizens of the Dominion that their "oats" are better than the present Liberal "hoss feed."

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## POPULATION 3000

It is stated that Yellowknife's population today numbers around 3,000 people. The highest number during the 1938 boom was around 1,000.

## "BRAZEN BILL"

If true, the most brazen statement ever made by a government official, a servant of the public and one who is supposed to conduct government business with fairness and consideration, is that recently reported to have been made by the Chairman of the Liquor Control Board of the Province of Alberta, Edmonton, to the local press.

Evidently a little authority has gone to his head, and, having got away with almost "highway robbery" as far as liquor selling is concerned, he now feels sufficiently well entrenched to act brazen with his customers.

Any businessman that told his customers that his goods are a luxury and that in addition they were adulterated to some extent would perhaps find himself out in the cold blasts of public scorn and contempt. If he did not have a monopoly he would soon have no business.

The idea of government control of liquor was not for the purpose of raising revenue—no Albertan voted for that—it was for a proper and economical dispensation of such products to consumers and for any government official to state that liquor is a luxury and can be adulterated at the will of an inexperienced "blender" is sufficient to make one wonder what these bureaucratic officials imagine they hold office for.

He says it's a luxury—he is correct—but who made it a luxury—was it not the Government of Alberta under its Social Credit promises? He says it is watered. Is that not also correctly placed at the door of a government who will adulterate for more profit? He says the beer parlors are so rushed that they have to give the customers froth instead of beer. Is it not correct that the system of beer rationing is so absurd as to convince everyone that the man responsible for it—who is the Chairman of the Liquor Control Board—has neither experience or knowledge of how to deal fairly with his customers.

The Social Credit government has been trying in the past to justify its methods of "hi-jacking" the consumers as a war measure, notwithstanding the fact that liquor "profits" have not gone to war use. The main war is over, so that excuse goes by the Board. It is about time that it took a different attitude to its control of liquor and its dispensation. In any case any public official who has the nerve and temerity to make such foolishly brazen statements should be censored.

Yes, it is admitted, even by the liquor consumer, that the booze business should be controlled, but that control should be intelligently used for the good of the public, not to enable an over-promising government to still further soak the consumer.

## THE MAGNETIC POLE

The announcement that the Lancaster exploratory plane the "Aries" has discovered that the magnetic pole is not located on Boothia Peninsula, but is some 500 miles further north is interesting to Northerners. It is an illustration of the fact that much of the information concerning the Arctic and its possibilities is of the vaguest sort and if such an important feature as the location of the magnetic pole is found to have been wrong in the past, are there not many other things concerning the north that may also be wrong as far as general information is concerned?

It is only during the past few years that even the idea that the north was not a land of eternal snow and ice has come to be accepted. Explorers and others who visited the north in past years with meagre equipment, little knowledge of conditions and how to meet them generally came back with "horror" stories of the hardships of the north and their stories were accepted as correct. How things have changed. Today planes crossing the pole from Whitehorse in the Yukon to London, England, have made the trip in 20 hours with only a 45 second difference in the time it was supposed to take, according to flying estimates.

The breaking open of the northern Arctic by planes will without a doubt be followed by land and water travel which will once again present a perfectly new idea as regards northern conditions. In the meantime, it is perhaps just as well for those in authority, who, from time to time, condemn this or that suggested northern development as improbable of success, to withhold any definite pessimistic statements until they know more of the possibilities of this great northland.

Without a question of doubt in years to come the Arctic will prove, as Steffanson, the well known Arctic authority, has constantly claimed, to be a friendly land, capable of supporting both population and industry.

## THEY STOOD ON THE SIDE LINES

"They stood on the sidelines" whilst others voted at the Dominion election—these two or three thousand men of the north who are busily engaged in adding a new empire of wealth and industry to Canada. Absurd, is it not to think that these men were deprived of their vote simply because those in authority at Ottawa neglected to provide for the redistribution of seats that is supposed, in fact, is legally demanded at each decennial census. The excuse that a war was on and so no redistribution should be made is no adequate reason why these people should lose their vote. Taxation without representation is not democratic, and the people residing in the north are being taxed, and taxed heavily today without having a parliamentary voice in the matter. This condition should be corrected as early as possible by the new parliament at Ottawa. A new seat could be opened up for the north without much trouble and these people could then be represented in the new parliament of Canada. The north is due to play a big part in the development of Canada's industry and in the increasing of the gold wealth of Canada. Give them parliamentary representation at once.

## OIL PRODUCTION IN N.W.T.

Intensive development of the Fort Norman Oilfields in the North West Territories, now known as the Norman Wells, produced the following:

1941—23,664 barrels.

1942—75,789 barrels.

1943—293,750 barrels.

1944—964,300 barrels.

Production from Norman has offset the Alberta decline in oil production of the last two years, increase from the former area making it possible for Canadian production totals over this period to remain more or less unchanged.

## McMURRAY OIL PRODUCTION

During the year 1944 the Abasand Oils plant at McMurray, processed through a pilot plant 5,684 tons of oil sands from which 4,345 barrels of bitumen. This bitumen was refined, but the Oil Conservation Board report in dealing with bituminous sand development does not state the result of this refining, that is how much gasoline was produced, fuel and lubricating oil, etc.

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## "NORTHLAND CALLING"

"Northland Calling" is a publication recently started by Radio Station CFGP, at Grande Prairie in the western Peace. Its first issue states its objective is wider dissemination of news concerning Peace River development amongst its radio listeners and all interested in getting acquainted with the great new Peace River empire of Canada's west. CFGP is the Alaska Highway radio station, is a commercial broadcasting station independently owned and operated on a frequency of 1350 K.C. The editor of "Northland Calling" is C. E. Gardiner who knows his Peace and the N.W.T. where for several years before the war he was engaged in transport

activity. It is published monthly and copies can be obtained by writing CFGP, Grande Prairie, Alberta.

He was a returned airman, asleep on the lounge when his best girl dropped in to see him, he was having a real nightmare: "We're out of gas," he was yelling, "we'll have to bail out," and as he yelled, he jumped up from the lounge, pulled the rip cord and his pyjamas fell off.

Some adore a pretty leg,  
Others love a pretty curl,  
That's not for me, I must admit,  
I want the whole darn girl.

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2. **BRAZEAU AREA (Shunda Anticline)**—5,280 acres controlled—**No. 1 WELL** commenced drilling May 16. Production expected around 2,500 feet.
3. **PRINCESS-STEVEVILLE AREA**—33,360 Acres—Leases and Rights—Preliminary development now under way. Four important wells now producing in this field; several others being drilled.
4. **SILVER CREEK AREA**—1,920 Acres—Leases. Negotiations now proceeding for development.
5. **RAM RIVER AREA**—947 Acres—Leases. Area under development by Ram River Oil Company.
6. **SULLIVAN CREEK AREA**—7,680 Acres (undivided 1/6 interest)—Area being developed by Phillips Petroleum (U.S.A.)

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## **GAS SUPPLIES**

### **AT YELLOWKNIFE**

Last winter there was a serious shortage of gas for drilling and other use in the Yellowknife. Much work was held up until a scant supply reached the field over the Grimshaw winter road. It is now announced the Imperial Oil is extending storage and other facilities, including the running of a pipeline across the channel. The oil company is arranging to install 18 more tanks with a capacity of 360,000 gallons.

## **PEACE RIVER DOES ITS PART**

Peace River, according to Dominion Government statistics is more than doing its share as regards producing the much needed war foods of today. With a population of around 85,000 the value of agricultural products raised in the area was around \$20,000,000 in 1944. It produced 6,515,000 bushels of wheat, 12,960,700 bushels of coarse grains, shipped 19,425 cattle. Raised 93,700 tons of hay, shipped 220,426 hogs, 5610 sheep and 740 horses. Not so bad for a new and to many a practically unknown district.

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## VERMILION OIL FIELD

The Conservation Board reported 45 producing wells in December, 1944, in the Vermilion field, which averaged a depth of around 1,900 feet, with gravity in the neighborhood of 14°. In the majority of cases production is secured by pumping.

The product is used as a fuel supply for the railways. A cleaning plant employing electrical methods eliminates water, after which a pipe line to the railway siding carries the oil to tank cars.

Pea: "So her husband is one of the big guns in industry?"

Aitch: "Yep! He's been fired seven times."

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## Local Airlines

In connection with the suggestion that only one company should be allowed to run an "Air Taxi Service" between local points in the mining area of the north, it is interesting to note that in Alaska there are many small airplane lines connecting local points. Here is a list of them as advertised in Jessen's Weekly, Fairbanks and Alaska's weekly newspaper.

Alaska Airlines—Twice a week to Bethel, Nyaq, Aniak, Flat, McGrath, Lake Minchumina, Fairbanks.

Wien Alaska Airlines—To Altana, Barrow, Beaver, Bettles, Big Delta, Fort Yukon, Hughes, Nome, Northway, Stevens Village, Tanacross, Tetlin, Wiseman.

Alaska Airlines—Routes from Fairbanks to Anchorage and intervening points. Fairbanks to Circle, Fairbanks to Bethel, Fairbanks to Chicken and Eagle.

Gillam Airlines—Fairbanks to Kuskokwim.

Jim Dodson Air Service—Fairbanks, Ruby and Kuskokwim.

Munz Air Service—Fairbanks to Seward, Taylor and Nome.

Top of the World Flying Service—

Advertising themselves as distributors, instructors, charterers, from Weeks Field, Alaska.

The above do not complete the list but are all additional to the regular through continental air services to southern and eastern air points.

### "NEWS OF THE NORTH"

"News of the North" is a new weekly newspaper. Its present office of publication is at Stony Plain, Alberta; editor and publisher, W. H. DeCourcy. It is stated that a press is being shipped into the Yellowknife and that regular publication from that point will start as soon as navigation opens. Yellowknife is now sufficiently far advanced to support a weekly newspaper, and there is no doubt that support will be forthcoming. The people in the Yellowknife have many questions of importance to deal with regarding community and northern welfare and a newspaper can do much towards presenting the case in the best way possible. Best of luck to "News of the North."

## Opens Arctic Route

Last year, a Russian freighter, states the Seattle Times, loaded with flour and other cargo from North Pacific ports, reached its destination in Siberia and Eastern Russia by way of the Behring Sea, indicating that this route may become a regular summer passage after the war. The freighter took a large supply of dynamite for use in clearing the Arctic channels of ice, but reached its destination in such good time that it was believed to have open sea lanes all the way. This route was pioneered

years ago by Russian icebreakers. To this might be added that the Mackenzie River route is also a possible route from interior Canada to the Russian Arctic. Rail to Grimshaw in the Peace, road to the head of the Mackenzie River at Great Slave Lake, barges down the Mackenzie to the Arctic and from there freighter steamers to Russia. What is required for Mackenzie-Russian navigation?—just icebreakers and proper air reconnaissance as to channels.

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### Plan a Post-War Holiday Trip Now!

● If you are planning to make a tourist trip, by either road, sea or air, you should consider the North and the Land of the Midnight Sun to which

## Edmonton is the Gateway

● By road it is possible to visit Jasper National Park and then to go over the Columbia Divide with its huge ice fields to Banff National Park. After the war it will also be possible to travel by car from Edmonton to Fairbanks, Alaska, over the new epic route of the twentieth century.

● By air you can go west to Alaska and the Pacific, north to the Arctic Ocean via Edmonton, where the largest air centre in Canada is established.

● By boat you can travel some 1700 miles down stream over the great Northern waterways in comfortable steamers, visiting the great mineral areas of the Yellowknife and the Radium fields of Great Bear Lake, where in midsummer, it is the "Land of the Midnight Sun."

● In addition Edmonton and its district presents many opportunities to those interested in industry, mining, farming, fishing or lumbering.

● With a population over 108,000 Edmonton owns its own utilities and is the Capital City of the Province of Alberta.

● Enquiries are welcomed concerning Edmonton and its opportunities from tourists and others.

## THE CITY OF EDMONTON

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# WATER FREIGHTING SEASON OPENS

In the pre-war days and before the airplane made its appearance on the scene of northern effort, there was no more welcome sound to the residents of lonely trading posts, villages, or camps, than the hooting whistle of the long looked for steamer around the river bend. It meant that the long break between seasons was over and fresh supplies were at hand.

It is perhaps hard for people accustomed to dealing at the corner store to realize what it means to have to plan perhaps a year ahead for the supplies necessary for either food or development. Yet this is what people in the north still have to do, notwithstanding the advent of the airplane with its almost daily calls, or winter traffic over "Cat" roads. The major part of the year's requirements has to come in to the country over the splendid waterways which the north possesses.

Speed is the first requirement in northern water transportation, but to this there must also be combined the utmost safety of delivery possible, for many articles cannot be replaced during the season. With the advent of the world war the north saw a tremendous movement of tonnage down river for military purposes. This required additional equipment and the pioneer company freighting in the north, namely the Hudson's Bay Company were the first to increase equipment necessary to meet these added freight loads.

War demands for northern freight have slackened off, leaving freighting companies with lots of equipment and many expected the demand for freight would slacken off,

but it has now been just the reverse. The second Yellowknife "boom" has increased the demand for freighting service to an almost unbounded extent. Every boat, tug, and barge available are working day and night to get the freight down river, not only to the Yellowknife but to many other northern points between Waterways and the Arctic. To make this extra call the Hudson's Bay Company's Mackenzie River Transport has added the equipment it had in use during the war activity freighting to the Canol oilfield and has also inaugurated an additional service to the Yellowknife points of operation.

Yellowknife town, the centre of this new mining activity is teeming with activity. Its population has increased three-fold being now over 3,000. Building is going on apace, with the laying out of a new town-site, airport and landing fields, wharves and roads. This is all additional to the tremendous amount of mining equipment tonnage also going down stream to the mines under development, which the go-ahead signal given by the War Time Control has made possible. Oil from Canol has to be brought up by barge and the oil demands are now very heavy both for heating next winter and mining purposes.

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## REMINISCENSES OF A 1914 VETERAN

In case some serious minded persons should consider this humorous version of life in the army out of place—it is respectfully mentioned that it is a 1914 humorous story, not a 1945 one.

I am one of the fellows who made the world safe for democracy. I fought and fought, but I had to anyway. I was called in Class "A". The next time I want to be in Class "B". Be here when they go, and be here when they come back. I remembered when I registered. I went up to the desk and the man in charge was my milkman. He said, "What's your name?" I said: "August Child's." "Are you alien?" he barked. I said, "I feel fine." He asked me how old I was and I said twenty-three the first day of August." He said, "The first of September you will be in France and that will be the end of August."

The day I went to camp I guess they didn't think I'd live long. The first fellow wrote on my card, "Flying Corpse." I went a little further and some fellow said, "Look what the wind's blowing in." "Wind, nothing, it's the draft," I said. On the second day, they put some clothes on me. What an outfit. The pants were so tight I couldn't sit down. The shoes were so big I turned around in them three times and they didn't move. The raincoat they gave me—it strained the rain.

I passed an officer all dressed up in a funny belt and everything. He said, calling me, "Didn't you notice my uniform when you passed?" I said, "Yes, but what are you kicking about? Look what they gave me."

Oh, it was nice. Five below one morning when they called us for underwear inspection. You talk about scenery, red flannels, BVD's and all kinds. The union suit I had would fit Tony Galento. The lieutenant lines us up and told me to stand up. I said, "I am up, and sir, the underwear makes you think I'm sitting down."

Three days later we sailed for France. Marching down the pier I had more luck. I had a sergeant who stuttered and it took him so long to say "halt," that 28 of us marched overboard. They pulled us out and lines us up and the captain came by and said, "Fall in." I said, "I have just been in, sir."

I was on the boat twelve days—seasick all 12 days—nothing going down and everything coming up. I leaned over the railing all the time. In the middle of one

of my best heaves the captain rushed up to me and said, "What company are you in?" I said, "I'm all by myself, sir." He asked me if the brigadier was up yet. I said, "If I swallowed it, it's up."

When we landed in France, we were immediately sent to the trenches. After three nights in the trenches the cannons began to roar and the shells to whiz past. I was shaking with patriotism. I tried to hide behind the trees but there weren't enough trees. The captain came up and said, "We're going over the top." I said, "Captain, I'd like a word with you." He said, "Well, what is it?" I said, "I'd like a furlough." He said, "Haven't you any red blood in you?" I said, "Yes, but I don't want to see it." We went over the top. Ten thousand Huns came at us. The way they looked at me you'd think it was me who started the war. Our captain said, "Fire at will." But I didn't know their names. I guess the fellow behind me thought I was Will. He fired his gun and shot me in the excitement.

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# The Alaska Highway

Here is an excerpt from a letter received from Halvor L. Halvorson, American President of the Prairie Route Highway Association which did so much to get the "C" route selected for the building of the Alaska Highway. Mr. Halvorson was a major witness before the U.S. Congressional Road Committee when it considered Alaska Highway routes. Mr. Halvorson says, "We hear all kinds of rumors here about everything being abandoned, following the war. Most of them however originate out of either Vancouver or Seattle. The United Press had a tourist survey of all the tourist camps in the United States, and much to their surprise, they announced that the majority of Americans were expecting to take a trip over the Alaska Highway following the war, instead of going to Europe, the Pacific Coast, etc. It was unfortunate that the survey was made public because it started the opposition propaganda, through Congressional speeches and assertions that had no basis in fact." He adds, "The important thing is to see that the Ottawa government does not weaken in having the United States carry out its

agreement to build a standard highway and to maintain it for six months after the war. That agreement is in writing in the shape of correspondence between the two state departments and should be insisted upon." In connection with the above it should also be noted that American reports are that the weakest link in the Alaska Highway is the Peace River Highway from Edmonton to Dawson Creek. That is the responsibility of the provincial government and it too should have the fact thoroughly impressed on it that unless that road is put into proper shape there will be no tourist traffic from the United States and perhaps no Alaska Highway via Edmonton and northern Alberta.

---

Marriage is something that no family should be without, especially if there are children.

---

Sir Hubert Wilkin in his Arctic exploratory trips has proved that it is possible for airplanes to land on the floating ice and take off again with comparative safety.

---

Modern definition of a wolf: He works fast and leaves no ring.



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